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HIT & MISS

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FUN DAY AT LARRY MADOLE'S

By Tom Millett

Unless you were hiding under a rock or fighting your way out of a Chicago snow blizzard, you were at the Larry Madole yard in Chino on Saturday, January 10. The event was well advertised to other clubs around as being open everyone who had an interest in having fun and/or exchanging some rusty metal. The event was a whopping success.

The day began early with Larry being a bit nervous about whether the high winds from the previous day were going to dampen spirits. That didn't happen because by 8 a.m., pickup trucks were scrambling for some choice land to start selling. Sales started out briskly for those who brought items priced to sell. I helped Fred Biggers post a picture of an engine he had for sale and he had money in his hand before I got the masking tape out.

Jack Johnson, Leroy Overstreet and another chap whose name I didn't get, were busy setting up tables and chairs, and stoking some

fire under the coffee pots. Three and a half dozen donuts didn't stand a chance of survival for long. Larry built a fire under his grill and he and Carl Sharp blackened hotdogs (that's the way Larry likes them) for a hungry crowd that apparently hadn't eaten for three days. Tom Fee brought a large kettle of chili beans that were a crowd favorite. Larry provided cole slaw that got wiped out real quick.

To make things interesting, Larry arranged a silent auction and a free raffle. I didn't get the dollar figures made on the auction, but did notice that a sizable amount of auction stuff was gone at days end. The grand raffle prize was a first edition copy of "American Gas Engines Since 1872," donated by Christian Williams at Gas Engine Magazine. Leroy Overstreet had the winning ticket (yes, we had experts check his

ticket for authenticity).

What most folks who attended don't know, is the day before, Larry and Dick Bouma fought the high winds cleaning up debris that had blown all over. On Saturday, the grounds were immaculately manicured. This event serves to demonstrate how WAPA can expand its exposure. Inviting outside groups to attend might event spark some interest in membership. When you see Larry next, thank him for a great, fun day.



THE SOLITARY MONARCH

by Dusty Erickson

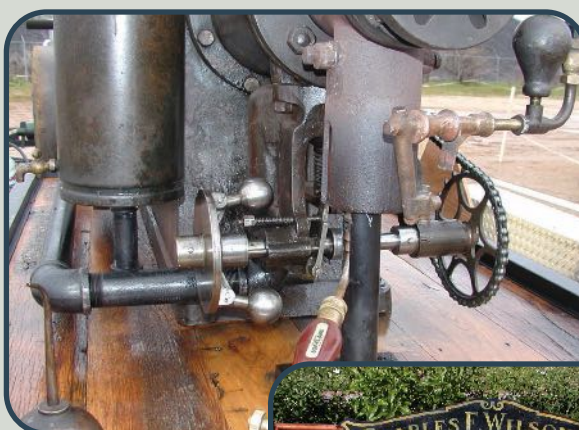
Over twenty years back, a scarce oil engine manufactured by C. F. Wilson & Co. of Aberdeen, Scotland surfaced. The engine was discovered in a dimly lit, cobweb entangled shed, resting behind an old car and just far enough from the sea that it was protected from the wind and salt mist. Its history is unknown, as no one alive recalls the engine ever working, however rumors from elders in the area suggest it may have operated a small generator.

The engine, recently degreased and carefully detailed, is operational and remains factory complete. Approximately one hundred years have passed since the day it was built and it has yet to be mechanically modified from its original state. Its only non-original replacement parts are its cooling tank, the exhaust pot and a small bracket attached to the side of the cylinder head. The original bracket was evidently damaged at some point and removed, and only recently a replacement was re-cast from one taken on loan from another Wilson engine in the south of England. Its' use was for support of a vertically mounted fuel tank, which fed paraffin by gravity flow, to a continuous lamp for heating the hot tube. The fact that the actual lamp has survived in perfect working condition and still remains with the engine is unbelievable.

Dating the engine. Two supporting documents allow us to gain some insight into the possible manufacturing date of this engine. The first is a photo-static copy of a company catalog graciously supplied by Patrick Knight. This catalog is felt to be circa 1904 and is embossed Splatt, Wall & Co. "Agents" Perth. A quick review of its 24 pages showing the various styles



and engine types, make no mention of a chain-driven engine. (Presently, this is the earliest known catalog to exist). The second document found is a copy of "The Implement and Machinery Review", dated January 3, 1905. This article vividly explains the working merits of a Wilson model known as the "Monarch", and rated it at two and one quarter brake horse-power.



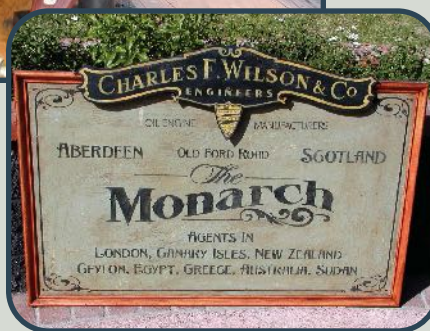
Pre-war Historical Data. Charles F. Wilson appears to have entered the

manufacturing market around the 1888 / 1889 period, with his main direction at producing agricultural equipment (Thrashers, Grist Mills, Chaff Cutters, Dough Mixing Machines, Corn Bruisers, Kibblers, etc). His first few years in business

show that the manufacturing of this equipment was done at a couple of different locations around Aberdeen (first on Wellington Road and then on to College Street), before finally settling down and starting the actual manufacture of engines on the quay in the Port of Aberdeen, located on Old Ford Road. This land was secured by contract and rented from the Aberdeen Harbour Commissioners.

An extensive search undertaken at The Patent Office produced three British Patents relating to his business. However, the records indicate that there were no paper copies/records kept on file, so we have no data on what items were actually being patented. It is also documented that on the occasion of Queen Victoria's Diamond Jubilee, in 1897, Mr. Wilson had a paraffin engine mounted in a lorry, which took part in the procession. An interesting photograph of the decorated lorry in Mr. Wilson's yard was later hung in the companies' boardroom.

Advertisements dated 1902, claimed they built "Oil" engines in sizes 1 1/4 b.h.p. to 25 b.h.p. both in stationary and portable form. The majority of these engines were destined for shipment to overseas customers. It was soon apparent that the local demand was insufficient to satisfy the enterprise of the makers and the



firm branched out into the export market, sending engines to all parts of the world. Agents representing their firm were arranged in: London, Canary Isles, New Zealand, Ceylon, Cyprus, Egypt, Greece, India, Australia, Iraq, Lebanon, Pakistan, Portuguese India, Palestine, Syria, Sudan and Turkey.

By requesting a copy of the 1901 Aberdeen Ordnance Survey Map from the Aberdeen City Council, I noticed that the Old Ford Road premise was situated directly adjacent to the railway line and the works would have overlooked the River Dee. The map also reflects that the Wilson firm was surrounded by at least seventeen (17) separate fish-curer and fish-merchant stations. This curing typically involved the smoking of fish, probably herring, over a several week period. The gutting and packing would have taken place in the surrounding open yards, creating a very intense odor. As the Wilson engineering firm expanded, they moved to their own premises at 166 Constitution Street, less than a mile away from their original location sometime between 1907 and 1908. Undoubtedly the move was a welcome one for all employed.

Post-war Historical Data.

Those early "Agents" proved to be excellent ambassadors; thus the firm made friends overseas which helped in laying the foundation for what was to be a flourishing export market for their up and coming larger industrial engines. However, the firm was not content to rest on their laurels and by 1913 they were already experimenting with crude oil engines. This research was interrupted by the 1914-1918 War, when production turned to the manufacture of munitions. This lasted until 1919, and, by the time the new plant was installed and the works were converted from armament back to engine production, it was well into the 1920's.

During the reconstruction period, a part of the works was set aside to re-develop the engine, which had been designed before the war. This was a crude oil type engine, and after the research work was



completed, it was put on to drive the shafting in one of the machine shops. This engine, running on all kinds of heavy fuel, supplied the necessary power for several years and it continued to drive a substantial part of the works machinery throughout the period when other types of fuels were not available. From the day-to-day experience, this engine, running with ordinary attendance, allowed valuable data to be collected. Soon followed the first girder type heavy oil engines produced around 1924, and shipped east. The firms' latest addition to the range of cold-start diesels, were four cylinder, vertical marine engines of 60 and 90 H.P. respectively. These engines proved their worth in the Scottish fishing fleet and gained a reputation for reliability.

During the research of this project, I ran across a quote that I deemed appropriate regarding the

history of this firm: "The products of Scottish engineers have long enjoyed a world-wide reputation for high quality and modern design. It is perhaps true to say that Glasgow is the centre of the engineering trade in Scotland. Nevertheless, Aberdeen engineers have not lagged behind in the struggle to improve and perfect their products, and this is amply demonstrated in the history of the Aberdeen-built oil engine". (Aberdeen Official Handbook - 1951).

Engine Details The Wilson engines are constructed on the Otto cycle principle, well known and generally adopted in the construction of Oil Engines. The fuel used in the working of the Wilson Oil Engine is 'Russian' or 'American Petroleum', or 'Mineral Oil'.

The most obvious feature one immediately recognizes is the unusual arrangement of governing via the hit and miss principle. This is a two valve engine with it's centrifugal governor, "mounted horizontally under the cylinder head", and driven by means of a length of one-inch block chain from a sprocket keyed onto the crankshaft.

I would like to express gratitude to those special people whom have supplemented data for this research project: Ms. Jenny Jefferies and her son Steve, Tim Keenan, Patrick Knight, Mick and Christine Eagleton, Allen Barlow and Ms. Katherine Stout of the Aberdeen City Council.

Furthermore, if any family relative exists or any employee of the late C. F. Wilson firm might be willing to correspond, or if any enthusiast can offer additional historical facts, regarding the various models or early company agricultural implements, the author would be pleased to hear from you.

Dusty Erickson is a collector of engines in Scottsdale, Arizona. You can contact him via email at Dusty1313@cox.net or by phone at 602-971-0372.

BOARD OF DIRECTORS MEETING

January 10, 2009

Board members present: Tom Millett, Joe Siddons, Jack Johnson and Leroy Overstreet, Jim Davis, Wayne Mabb & Bob Swan. Board members excused: Bob Smith, Kelley Garcia & Craig Maxwell.

Members present: Gus Lukrofka, Dan Kato & Slat's Seeley.

Visitors: None.

Meeting called to order at 7:00 p.m. by President Wayne Mabb.
Flag salute led by Dan Kato.

REPORTS:

President: Wayne Mabb welcomed everyone and stated it was going to be a pleasure to work with each and every member during the New Year, then went directly into reports from the board members.

Vice President: Bob Swan wished all a happy and prosperous new year.

Secretary: The minutes of the November 14, 2008 board meeting were approved with no corrections on motion by Tom Millett, seconded by Jack Johnson.

Treasurer: Treasurer Kelley Garcia absent. She had earlier advised by email that she will have a year end financial report at the February 2009 meeting.

Membership: Jim Davis thanked Rob Skinner for his help in redesigning the application renewal form and also updated the web site. He has also set up a PayPal account at no charge to WAPA, so that members can renew dues utilizing PayPal. Six members have already taken advantage of it. Also, Rob made the application form fit in the Hit & Miss without necessitating adding a page.

To date only 38% of the members have renewed their memberships. When the February H&M comes out, there will be a sticker on the issue to members in default of dues, that this will be their last issue unless dues are paid.

There is confusion about Life membership. On the one year membership renewal cards there is no provision for life. It was concluded that Life members must notify the membership director that they are still an active member.



More amazing than this beautiful Superior engine is how someone can start it without getting oil stains on his white shirt

New member application from Donald Jensen was approved by the board. Donald was sponsored by Marshall Skinner.

The badge company that has been making our badges has gone out of business. It was concluded by the board that Purchasing Director will seek out information on a new vendor.

Purchasing: Leroy Overstreet had nothing to report.

Safety: Joe Siddons had nothing to report. The fire extinguishers are in compliance for our Highland Show.

Museum: Craig Maxwell absent. In an e-mail, Craig said he will report on any progress with the County and Corps of Engineers at our February 2009 meeting.

Library: Jack Johnson stated he has no key for the library. Tom will bring a key to the Fun Day for Jack.

Break from 7:26 p.m. to 7:44 p.m.

Shows: Bob Smith absent. Tom Millett stated that Bob had nothing to report. Tom reported that he had received an e-mail on 1-9-09 from Scott Rubel at the Glendora Castle reporting a one year anniversary since WAPA signed a contract with the Castle to bring their engines to life.

Tom requested sanction of school children hands on show at the Glendora Centennial Park during the latter part of the school year with dates to be announced at a later date. Sanction approved.

Tom presented a request for approval for WAPA to sponsor a Fun Day at the Larry Madole yard in Chino on Saturday, 1-10-09. Food will be provided by WAPA. Jack Johnson will be in charge of food purchases. Approved by the Board on motion by Tom, seconded by Jim Davis.

Editor Report: Rob Skinner absent.

Unfinished Business: None

New Business: Jim Davis suggested that rather than a bereavement fund, we establish a permanent memorial for those members who have expired. It could be in the form of a brick with a date of joining WAPA and date of death. On motion by Tom Millett, seconded by Bob Swan the memorial fund continued until next meeting. Tom and Jim will work out language for a by-law revision.

Gus Lukrofka asked if it is appropriate to have the ad continued on an ongoing basis in the Western Antique Iron Trader. It was concluded that we would wait until Rob Skinner is present to provide recommendation on the issue.

Announcements: None

Adjournment: 8:29 p.m.

Tom Millett, Secretary

EDITOR'S MESSAGE

At the risk of being redundant after Tom's excellent article covering the Fun Day, I'll mention again what a nice job Larry did hosting the Fun Day. Also worthy of thanks are those who helped with the food, those who helped get everything ready, and of course everyone who turned out to make it an excellent day. Also, I'd like to thank Christian Williams from Gas Engine Magazine, who donated a copy of Wendel's American Gas Engines for the door prize drawing.

Don't forget, the Board Meeting is at 7:00 p.m. on February 13, at Heritage Park in Santa Fe Springs. Come on out and lend your support to our 2009 directors.

—Rob Skinner editor@wapa.us



Wakahara-san and Young-san, our engine pros in Japan